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DUNCAN MARSHALL, Manager.

TUESDAY, JULY 27, 1926.

THE GOOD ROADS QUESTION.

After a long, varied and a by no means satisfactory experience in the road-making business the Province of Ontario several years ago adopted a new system, or granted a new feature to the old system for the purpose of bringing it more into line with the requirements of the day. A road commissioner was appointed for the province. Briefly, his business in the past was to get good roads built. The hope of it was to get the local municipal authorities to build them, with aid from the provincial treasury.

The results declare the wisdom of the departure. Hundreds of miles of excellent highway have been constructed throughout the province. The roads are permanent and require no attention from year to year. They are good roads in wet weather as well as in dry. The farmer living near one is always able to get to his place in a reasonable time, with comfort and with safety to life, horse and vehicle. The cost to the farmer has not been found burdensome and is met by the tax he pays up to him by the saving in time, trouble, broken wheels and injured horses. The Whitney government have not hesitated at reversing the policy of their predecessors, which may be taken as their testimony that it has made good.

The time would seem to have come for some such departure in Alberta. So far, the road-making business has been left altogether to the local improvement districts, aided occasionally by grants from the provincial treasury. Necessarily this has resulted in a variety rather than uniformity in both the method of construction and the nature of the roads. It was the only method, however, available in a new country with scattered population, and credit to be the districts that despite tremendous handicaps have been accomplished so much. Their efforts have necessarily been limited pretty much to the making of earth roads, the cost prohibitive under the existing highways of mud ditches and mud holes.

The conditions which have precluded the construction of permanent roads, however, are now disappearing and the way opening for building substantial highways of gravel or crushed stone, good in all weather and for many years. To build such roads, of course costs money, more money than the ratepayers of a district can afford to provide in a single year. The great difficulty in the way of such construction heretofore has been that cost could not be spread over a number of years, proportioned to the life of the road and thus brought within the tax-paying power of the farmers. This difficulty the provincial government proposes to remove by creating rural municipalities empowered to borrow money for road-building. With such power the authorities of a municipality can lay out a systematic and comprehensive scheme of constructing permanent roads throughout it during several years, and spread the cost over the length of time the work will last. The work will thus become of the nature of street improvement in a city, where the cost of paving, which could not be paid by the property owners in a single year is paid in twenty or thirty annual payments.

In the long run permanent roads are cheaper than the common kind, though costing more to begin with. A "dirt" road, so it never so carefully made, is good in the winter and bad in the spring and to be kept good at all times, he frequently required at considerable expense. Financially as well as for the sake of the "dirt" road is a temporary sink-hole. A properly constructed permanent road of good gravel or broken stone, on the other hand, though more costly to begin with, it requires little attention and is an improvement that lasts for generations. It is in every way fair and just that the cost of such roads should be spread over a number of years, it may be expected to last, and those who will use it as nature required to pay their proportion of it.

There is a reason, too, for thinking that the movement would be hastened by the fact that the cost of such roads is so much less than that of the common kind, though costing more to begin with. A "dirt" road, so it never so carefully made, is good in the winter and bad in the spring and to be kept good at all times, he frequently required at considerable expense. Financially as well as for the sake of the "dirt" road is a temporary sink-hole. A properly constructed permanent road of good gravel or broken stone, on the other hand, though more costly to begin with, it requires little attention and is an improvement that lasts for generations. It is in every way fair and just that the cost of such roads should be spread over a number of years, it may be expected to last, and those who will use it as nature required to pay their proportion of it.

ed and guided about better times if a competent road-builder with taste and discretion were appointed, whose business it would be to travel about the province, discussing the road-making question with the local officials and farmers generally, giving figures if necessary, providing information about construction and cost, supervising the work and influencing the local officials to take up the question with earnestness. The commissioner, however, if the right man were secured, could do them inestimable service by disseminating information on the subject and by getting co-operation between districts, to the end of securing improvement first to the main roads, and then in no long period of time establishing a system of permanent and excellent roads throughout the entire province.

IMMIGRATION FIGURES.

Figure given out by the immigration branch of the department of the interior show that the total immigration to Canada for the first two months of the present fiscal year is almost exactly the same as that of the corresponding period in last fiscal year, the exact number for April and May of 1925 being 53,527, and for April and May of 1926 being 53,527. While there is that a difference of only 70 immigrants in the two months, it does not appear there is a considerable difference in the parts making up the whole. For instance, there is a falling off in ocean port immigration from 27,343 in April and May of 1925 to 25,551 in the same months of the present year, a decrease of 22 per cent, due largely no doubt to the fact that a large number of the money qualification. For the same periods the American immigration was 15,525 in 1925 and 15,718 in 1926, a slight increase of 52 per cent. In this valuable class of settlers who largely settle upon the vacant lands of the three prairie provinces.

Comparing the month of April with the same months in 1925 it is found that April shows a decrease of 18 per cent. American immigration shows a decrease of 20 per cent. and ocean ports immigrating a decrease of 44 per cent. The month of May, 1926, shows an increase of 22 per cent. over the same month of 1925, and American immigration increasing from 6,439 to 11,107, or 72 per cent., and ocean port immigration from 17,145 to 21,963, or 44 per cent.

The following table shows the countries from which the new comers hail during the two months:

Africa, South	2
Australia	20
Canada	1,199
Belgium	13
Denmark	13
Croatia	14
Germany	710
Switzerland	122
Russian	53
Sweden	12
Belgian	12
Bulgarian	67
China	121
Dutch	101
France	101
German	513
English	7,307
Welsh	1,000
Scotch	2,714
Irish	28
West Indian	28
Portuguese	28
Greek	79
Hebrew	191
Polish	1
Italian	3,091
Japanese	30
New Zealand	3
Poles	10
Poles, Russian	65
Rumanian	574
Finns	530
Swiss	46
Danish	110
Icelandic	27
Swedish	481
Norwegian	28
Turks	10
Armenians	10
Egyptians	10
Syrians	10
Arabians	5,087
Negroes	1
Returned Canadians	1,065
Not stated	410

VARIOUS VIEWS.

PROVEN.
Calgary News—A United States professor says women have not changed in 2,000 years, and it may be that didn't that John the Baptist, rather than by some other means. He says that the woman of today is just as much of a woman as the woman of yesterday, and that the only difference is that she is better educated and more intelligent.

A TRIBUTE.

Toronto Globe—The death of Dr. Albert McIntyre, member of the Ontario parliament for Berthelton, Ont., is one of those untimely events

which unfortunately have too often been visited upon the lives of men of unusually fine physique, and would have been the last man in the line to be the first to leave it by the great door of death. Dr. McIntyre had a long and useful life. He had a logical mind and calm, even temperament, which were becoming more and more pronounced with age. It is customary and commendable that a man of his caliber should be remembered by his fellow members of the profession.

A NEW READING.

Montreal Star—The controller of New York, Mr. Mead, ordered a \$100,000 set of Dickens for his library and after getting eight volumes offered the book agent \$20,000 to let him off. In Chicago a woman has just paid \$50,000 for a set of Dickens. Yet it is but a week or two since the British government granted the grand-daughter of the great author a pension of \$10,000 a year for her services to the cause of literature.

IMPERIALISM AND IMPERIALISM.

A writer in the current number of Contemporary Review, discussing the rejection of the conscription bill by the House of Commons, writes: "The British Empire is a great and noble thing, but it is not a thing to be taken for granted. It is a thing that must be maintained by the sword and the pen. It is a thing that must be defended by the British people, and it is a thing that must be defended by the British people."

SEEING CANADA.

Montreal Herald—While most of the British mission are away in Europe, Mr. Fugley and Mr. Murphy are exploring the Canadian West. Mr. Murphy, as might be supposed, kept busy hearing of the necessity for public works. At Vancouver he put him on a boat to show him a bird spot in the harbor, and to be convinced that the least amount of money would be enough to buy a piece of land. Mr. Murphy's visit to the coast has been even more extensive, and it is decidedly interesting to note how pleased West appears to be over the fact of a member of the cabinet. Mr. Murphy's visit to the coast has been even more extensive, and it is decidedly interesting to note how pleased West appears to be over the fact of a member of the cabinet.

PERIA AND INDIA.

Toronto Globe—It is interesting to note that Great Britain by encouraging liberalism in Turkey and Persia is endangering her own position in India. This is a narrow and timid view. Great Britain has cast in her lot with the forces of liberalism, and her only safety lies in continuing that path. The danger to the British empire is not in India obtaining self-government, but in India falling under the control of some European power. A German or Russian Empire would be a menace to the British empire and to freedom. A self-governing India would be a safeguard.

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first effort of western education upon him and methods and him some "gentle" work, preferably a profession or a position in the civil service. Intellectual, agricultural, or commercial pursuits were despised. Farm work was regarded as a disgrace. The general masses, however, it was carried on with old-fashioned implements and methods and poor stock. New scientific farming has been introduced, but the everywhere intelligent and energetic are being thrown into native industry. That a practical, conservative turn has been given to the Indian ambition. Assassination or revolution would have been a disgrace for him who is trying to improve the quality and yield of wheat, or rice, or to establish a new industry. He will work intelligently for his position rights as aids to the practical work of his life, and a means of increasing the comforts and refinements of life.

THE FRENCH TREATY.

Toronto Globe—A treaty that is to change for ever a few years the economic relations of people to one another must needs take on different forms from differing points of view. To this remark the commercial treaty between France and Canada is no exception, and it is interesting to note how different the attitudes of the two countries are towards it. The French people are in the opinion of the Dominion parliament and their counterparts on the Conservative journals are entitled to feel the worth of a better cause, but without knowledge or common sense. Not that the French people are not intelligent, but they have included in wholesale condemnation of the French people, and have not merely predicted the failure of the negotiations, but also alleged the worst motives of the French people. Their present attitude is one of the most unbecoming and the inadvisable success of the Liberal government.

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THE MARKETS

FARMERS' MARKETS

Barley, 100 bushels, 40 to 42; Feed Wheat, 100 bushels, 12 to 13; Bran, per cwt., 40 to 42; Shorts, per cwt., 35 to 37; Corn, 100 bushels, 12 to 13; Cows and Hens, 1200 lbs., 15 to 16 per lb.; Hops, 100 bushels, 12 to 13; Calves, 1000 lbs., 12 to 13; Lambs, 1000 lbs., 12 to 13; Timmy, 1000 lbs., 12 to 13; Turkey, 1000 lbs., 12 to 13; Eggs to dealers, 100 per dozen; Turkeys, 1000 lbs., 12 to 13; Carrots, 1000 lbs., 12 to 13; Potatoes, 1000 lbs., 12 to 13; Cabbages, 1000 lbs., 12 to 13.

MONDAY'S GRAIN MARKETS

Winning, July 26—Liverpool was down on lower American prices Saturday, large and cheap offerings of Russian wheat and abundant receipts of the Argentine. Weakness was reflected in Winnipeg from the start and heavy liquidation in the south due to larger receipts of winter wheat gave the bears the opportunity, and they captured the market. The market finished, July closed 14 1/2 under Saturday, but when it opened on Monday it was not so easy to squeeze, the low point of the morning was 15 1/2, and Saturday and Sunday's receipts were all over favorable to wheat and this is one of the strongest weapons of the bears, but any reaction to their conditions is the unfavorable in favor of the following week's upward trend of markets.

Winnipeg's options: Wheat—July 12 1/2; August 13 1/2; September 14 1/2; October 15 1/2; November 16 1/2; December 17 1/2; January 18 1/2; February 19 1/2; March 20 1/2; April 21 1/2; May 22 1/2; June 23 1/2; July 24 1/2; August 25 1/2; September 26 1/2; October 27 1/2; November 28 1/2; December 29 1/2; January 30 1/2; February 31 1/2; March 32 1/2; April 33 1/2; May 34 1/2; June 35 1/2; July 36 1/2; August 37 1/2; September 38 1/2; October 39 1/2; November 40 1/2; December 41 1/2; January 42 1/2; February 43 1/2; March 44 1/2; April 45 1/2; May 46 1/2; June 47 1/2; July 48 1/2; August 49 1/2; September 50 1/2; October 51 1/2; November 52 1/2; December 53 1/2; January 54 1/2; February 55 1/2; March 56 1/2; April 57 1/2; May 58 1/2; June 59 1/2; July 60 1/2; August 61 1/2; September 62 1/2; October 63 1/2; November 64 1/2; December 65 1/2; January 66 1/2; February 67 1/2; March 68 1/2; April 69 1/2; May 70 1/2; June 71 1/2; July 72 1/2; August 73 1/2; September 74 1/2; October 75 1/2; November 76 1/2; 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